

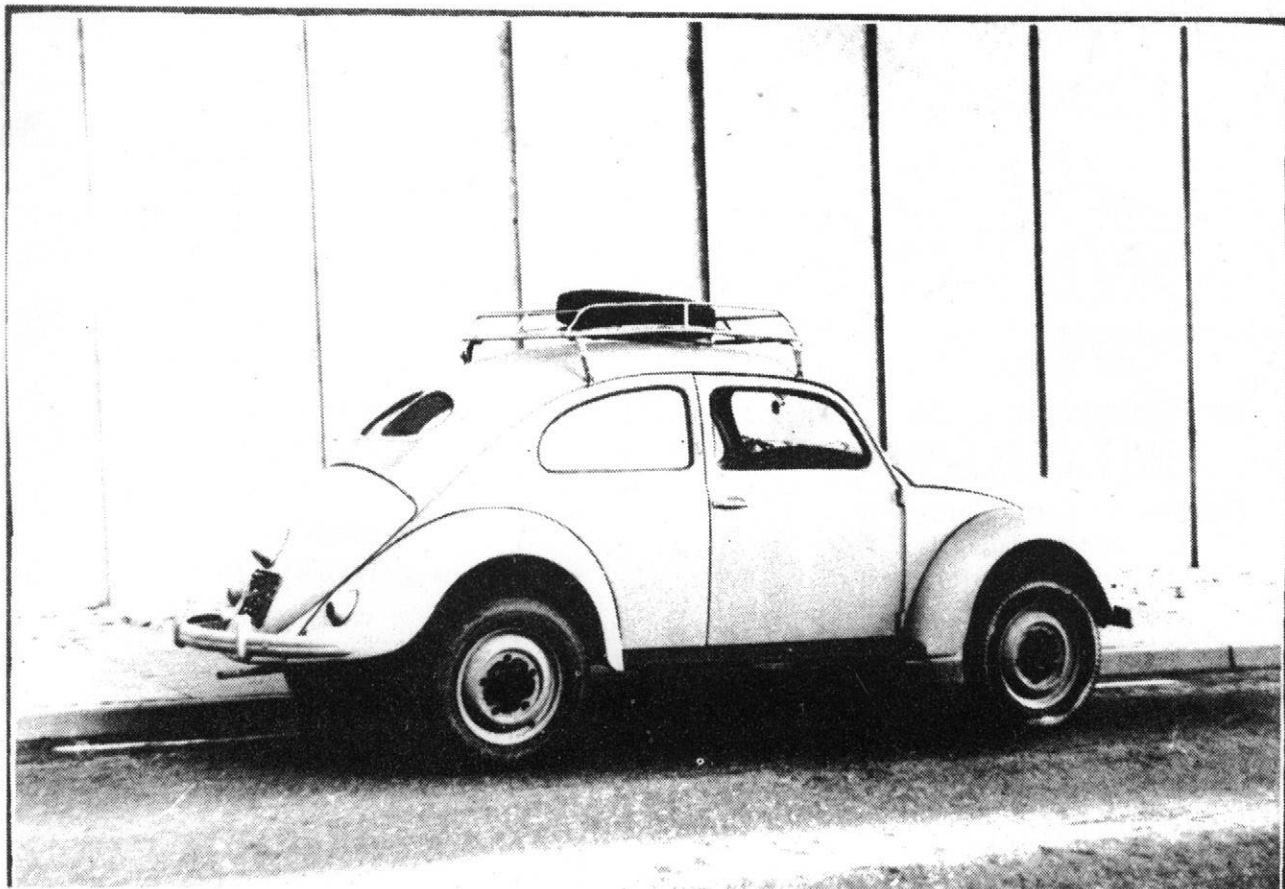
THE INTERNATIONAL VINTAGE VOLKSWAGEN



MAGAZINE



Incorporating The K.d.F. Observer



Contributors From Around The World.

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The International Vintage Volkswagen Magazine



Incorporating
the
KdF Observer

I.V.V.M
194 OLD CHURCH ROAD
ST LEONARDS ON SEA
EAST SUSSEX TN38 9HD

Dear Reader,

As many new articles are coming in from our special correspondents and other enthusiasts from around the world. The new 'International Vintage VW Magazine' is becoming very popular with Beetle fans and other air-cooled VW enthusiasts.

I can promise readers some interesting pictures and stories in forth-coming issues.

In the next issue No 3. From Switzerland we take a look at the Dannenhauer & Stauss, also from America the oldest VW Pick-up found. A split in Hungary, VW Canal Ferry. The history of the 584 Hebmüller, plus the 1942 Thunderbolt Kubelwagen. For the Type 3 and Ghia fans we have photos and a story about the rare Brazilian S.P.2 sports car.

So with this the second issue, I wish to welcome you to the world of Vintage Volkswagens.

Bob Shaill.

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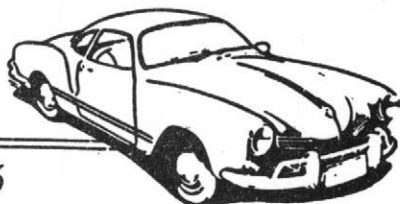
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Bob Shaill

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British Correspondence.

Ronan Sill.

Bob Shaill.

Jim Murray.

European Correspondent.

Andreas Luzzi.
Switzerland

American Correspondence.

Steve H. Wood.
Bob Gilmore.

Australian Correspondent.

Cliff Sedgman.

Brazilian Correspondence.

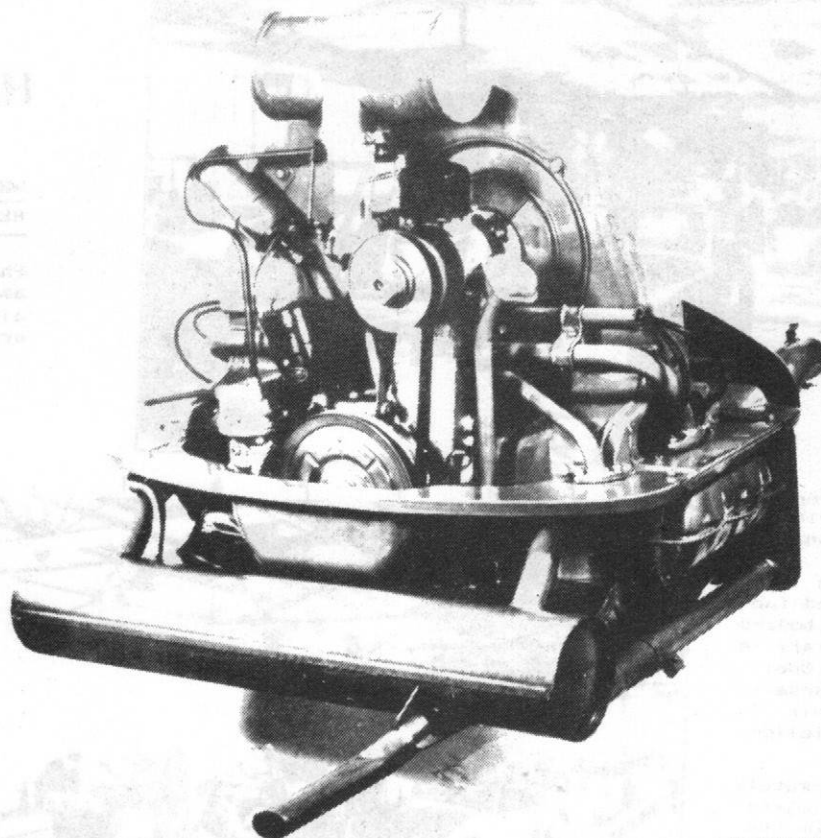
Dario Fernandes de Faria.

YOUR PHOTO ALBUM.

We invite ALL readers to send in their photos and stories of their V.W.'s and experiences. Photos, coloured or Monochrome will be returned on request.

BEETLE AGE FINDER.

1950



Above. This 1131cc Beetle engine was built in May 1950.

Below. Numbers represents the last unit for the month.

1950

MONTH	CHASSIS NUMBER	ENGINE NUMBER	REAR AXLE	FRONT AXLE	FRAME NUMBER	BODY NUMBER
JANUARY	144 319	176 082	154 644	152 939	151 870	93 558
FEBUARY	149 883	182 051	160 805	158 549	157 640	98 979
MARCH	156 683	189 501	168 255	165 431	164 676	105 664
APRIL	162 448	196 053	174 872	171 274	170 759	111 331
MAY	169 063	203 321	182 142	178 027	177 537	117 821
JUNE	176 987	212 397	191 321	185 952	185 471	125 425
JULY	182 236	217 562	196 183	190 254	190 195	129 573
AUGUST	189 755	227 925	206 939	198 831	199 070	137 901
SEPTEMBER	197 738	237 607	216 847	206 666	207 075	145 182
OCTOBER	205 956	247 840	226 969	215 193	215 710	153 826
NOVEMBER	213 957	257 816	237 027	223 346	223 774	161 755
DECEMBER	220 133	265 600	244 739	229 566	230 200	167 642

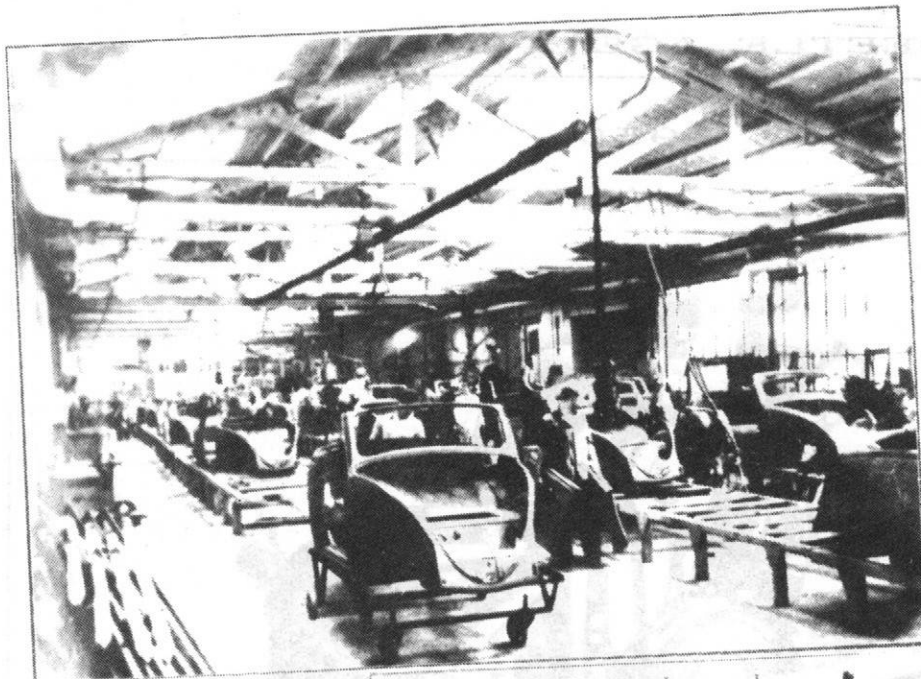
Next issue the months of 1951.



HEBMULLER

WHAT HAPPENED TO THE HEBMULLER FACTORY ?

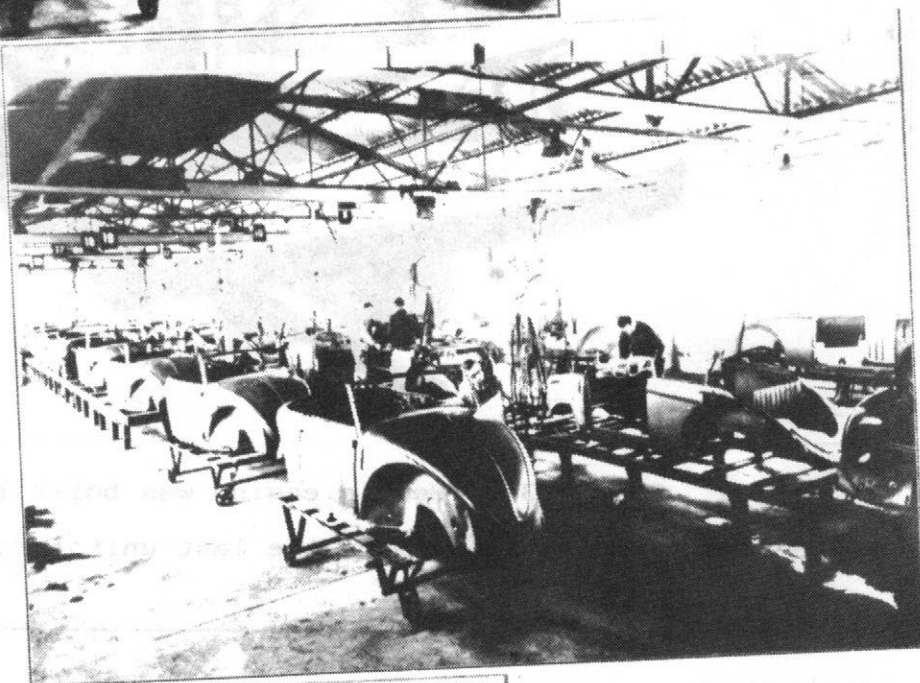
Photo's shows the
assembly and minor
adjustment storage
area.



Joseph Hebmüller senior
opened his coach building
workshop in Barmen near
Elbertfeld in 1889.

After his death in 1919
his four sons started fab-
ricating automobile bodies
and opened a subsidiary in
Wulfrath Wuppertal. Opel,
Ford, Hanomag and Hansa -
Lloyd were among their
customers over the follow-
ing years.

After 1945 approximately
a dozen Humber Cabriolets
were manufactured for the
British occupation forces.
Later great hope was placed
on a 2-seater VW Cabri-
olet which went into pro-
duction in Spring 1949.
Before production began,
three prototypes were made
and presented to Wolfsburg
management in December 48.
They had such an effect
that VW placed an order
for 2000 vehicles.



On Saturday 23rd July 1949
a fire started in the paint
shop. It quickly spread to
other parts of the factory.
Nearly the whole production
department was destroyed.
Most of the machinery and
other facilities were burnt
along with several cars un-
der construction. Fortunately
there were no personnel in-
jured, as the factory was shut
for the weekend.

It's hard to believe the
fire did not bring producti-
on to a total standstill.
It did however cripple parts
of the factory to such an
extent that it had to send
some of its V.W.'s to the
Karmann Coachwerks in Osnab-
rue.

Trying hard to pick up the
pieces Hebmüller later in
the same year began the
manufacture of the 4 seater
Hansa 1500 Cabriolet along
with some of the VW cars.

In the spring of 1951 new additions to the car range consisted of the 2-seater DKW master class Cabriolet and coupes. Some special bodies were also built for Veritas firm.

In 1952 the Wulfrath based company slid into financial difficulties, as it had never really recovered from the fire, and by the end of that year it ceased production. VW claimed that 696 type 14A Hebmüllers were only built out of the 2000 originally ordered. An earlier figure of 750 was also claimed by Hebmüller.

The survival rate of the Hebmüller is surprisingly a little higher than that of the 4 seater Karmann Cabriolet of the same period. There are only 80 or more Type 14A Hebmüllers known to have survived.

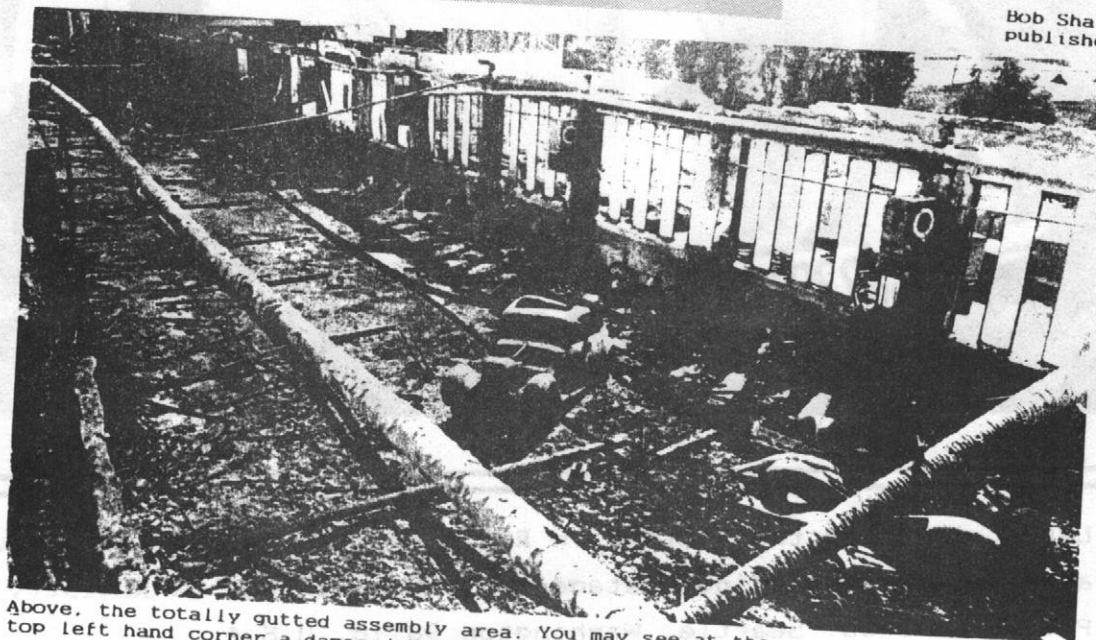


So what happened to the Hebmüller factory? Well we go back to 1948 with the Ford Werks AG. Production of the "Taunus", started again from the original 1939 model.

In the same year 1948 Henry Ford II and VW boss Heinrich Nordhoff had a high level British military meeting held in Köln. The subject was proposed sale of the VW Works, by the British to Ford, but as we all know, Ford turned it down.

Ford later presented the Taunus 15M. Production climbed to such an extent that new negotiations were started with Borgward to extend production to their premises. But no agreement was made. As an alternative, Hebmüller offered Ford their empty Wulfrath works. Which was later accepted. Today it makes Ford steering knuckles and other parts.

Bob Shail
publisher



Above, the totally gutted assembly area. You may see at the top left hand corner a damaged VW.

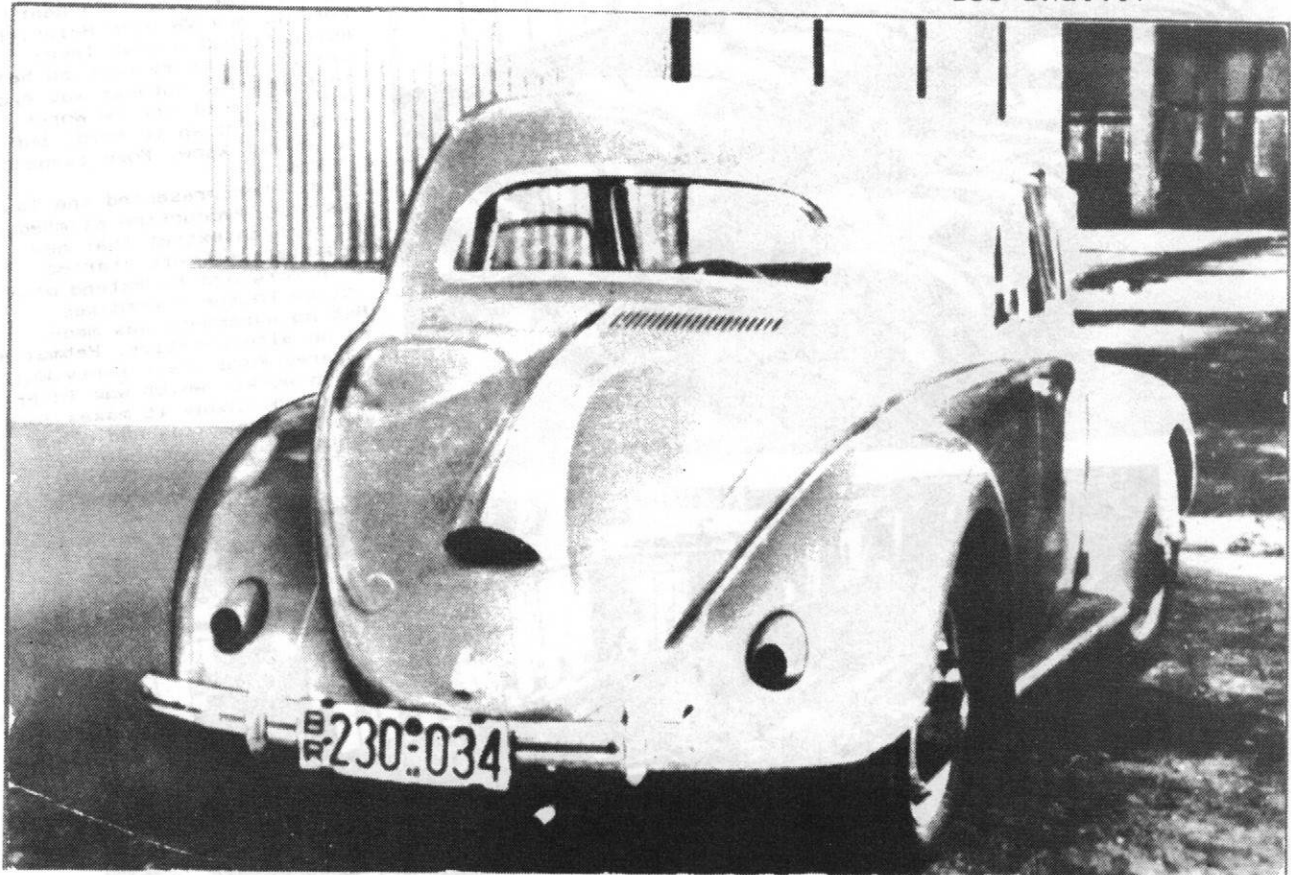


HEBMULLER COUPE.

It is uncertain whether the Hebmuller Coupe ever received official factory approval. This is the only known photograph of the car. The Coupe was completed in 1949 and seen below running on trade plates.

Alas, the fire on the 23rd July 1949 crippled the Hebmuller factory and the Coupe never went into production. Apparently, Joseph Hebmuller gave the car to his son, Paul, who used it for sometime before selling it. It's not known what happened to the car, but I heard from a very reliable source, that the car was involved in an accident with Paul Hebmuller behind the wheel and presumably it does not exist anymore.

Bob Shaill.



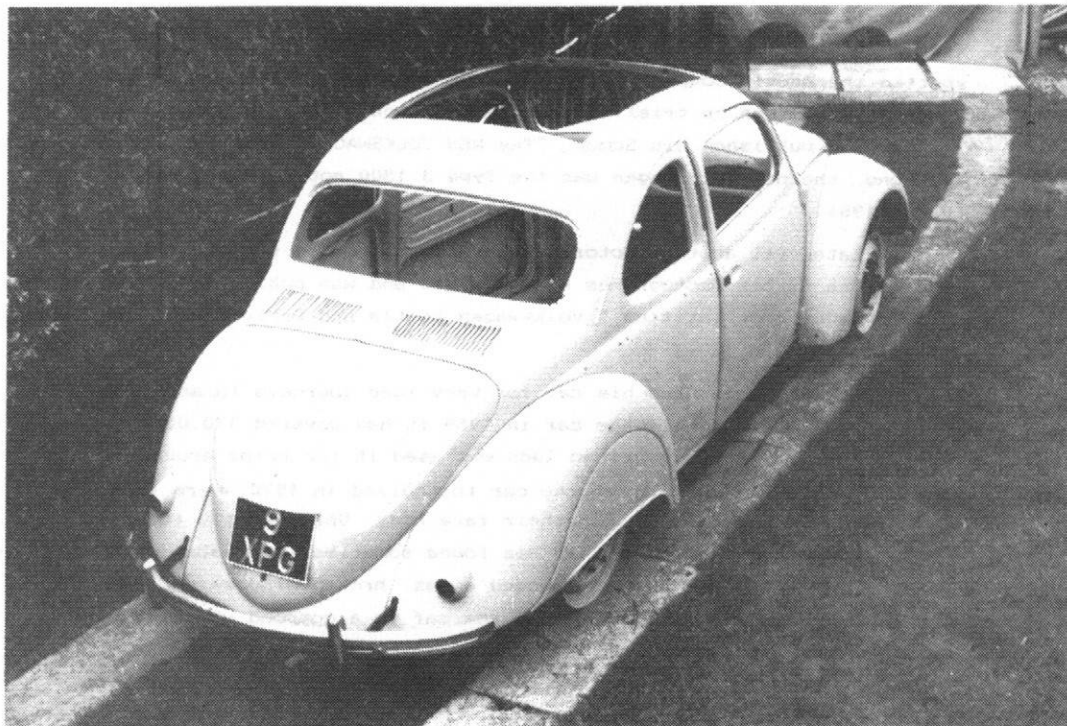
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THE ONE-OFF STOLL BODIED COUPE

STOLL

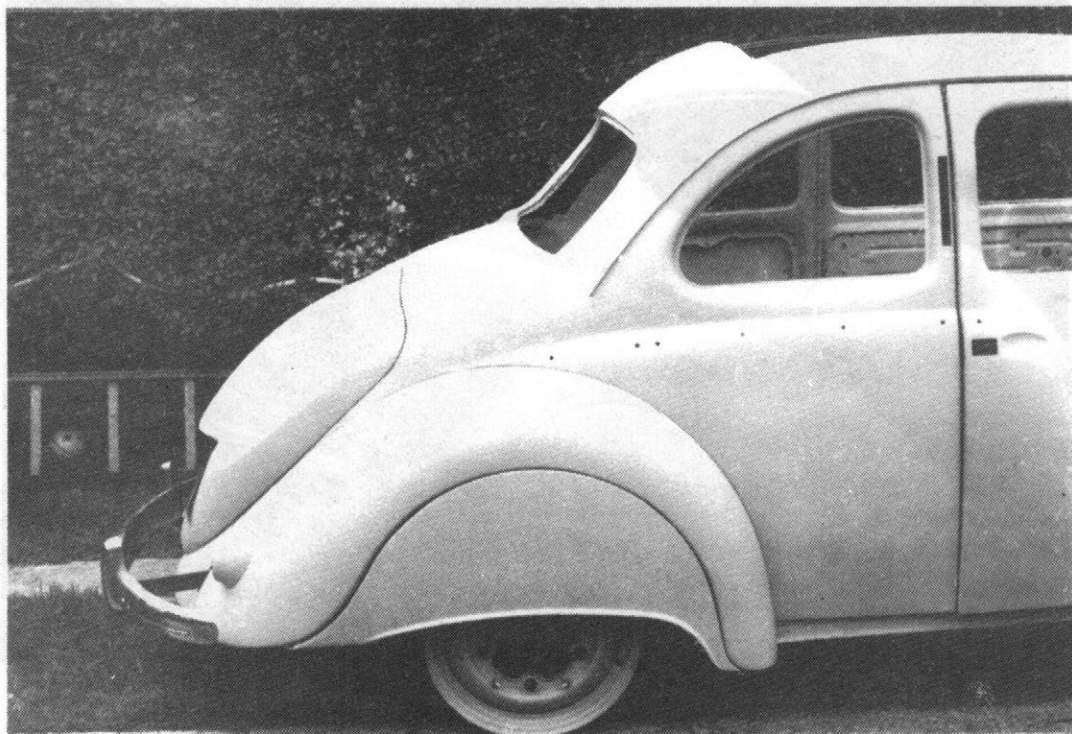
MY BEETLE COLLECTION - PART TWO.

STOLL



Volkswagen archives inform me that Beetle with Chassis number 10 391 065, was built on the 15th September 1952. Three days later on the 18th the car was delivered to Motor dealer Scheller of Bad Nauheim in West Germany.

A local lawyer named Bernhard Riepenhausen purchased the car a few days later. He sent the car to a local coachbuilder firm named STOLL GmbH & Co, KG. Between them they drew up plans to build a Beetle Coupe. Riepenhausen wanted a HEBMULLER but was unable to buy one, so with the Hebmüller in mind, work began.



***** STOLL COUPE *****

It took almost two years to complete the car and was painted two-tone just like most Hebmüllers.

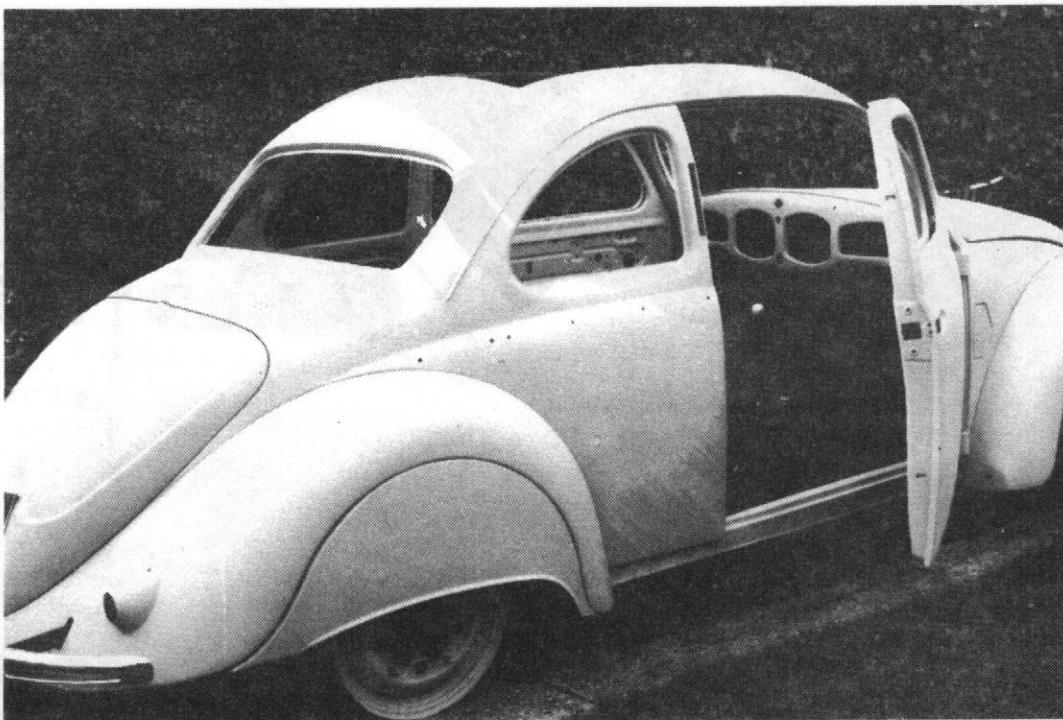
In 1961 the motoring world was waiting for a new Volkswagen. A journalist from a major newspaper publisher in Frankfurt was also waiting for details of the new car. Whilst in Frankfurt the journalist spotted the Beetle Coupe in a back street and thought he had spotted the new Volkswagen on trial. He apparently took several photographs of the car and published his Scoop, "The NEW VOLKSWAGEN". But alas he got it wrong, the new Volkswagen was the Type 3 1500 not released until August 1961.

Later yet another Motoring journalist spotted the car in Baden-Baden. One of his photographs had survived and was published in Hans-Otto Neubauer book intitled " Volkswagen Beetle and Derivaties first published in 1979.

Riepenhausen used his car for very long journeys to and from Scandinavia. When he sold the car in 1969 it had covered 370.000 KM. He sold the car to two American lads who used it for trips around Europe. They eventually drove the car to England in 1970, were they sold the car to a Londoner for their fare home. Unfortunately for the new buyer the car was stolen. It was found sometime later abandoned on the out skirts of London with damaged wings, broken windows and missing front seats. The police put the car in a compound where it stood for several months until an enthusiast from around Bury St-Edmunds, in Suffolk, brought the car to maybe restore, but later with no time nor funds he decided to sell.

A friend of mine named Tommy Dobson brought the car and sent it to a local body shop for repairs and a paint job. The car later returned with a all white paint work and some damage repaired, but the workmanship left a lot to be desired.

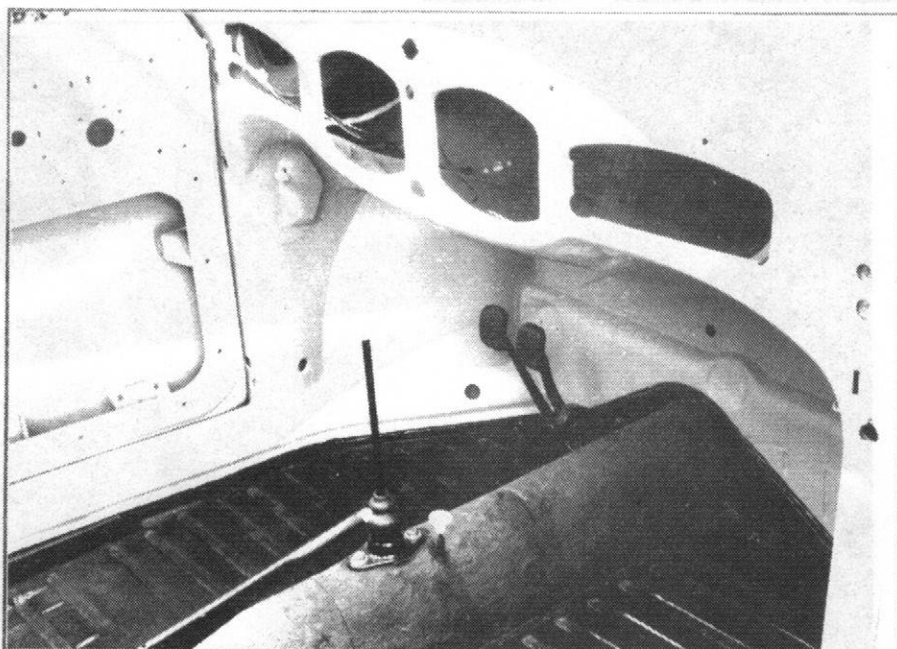
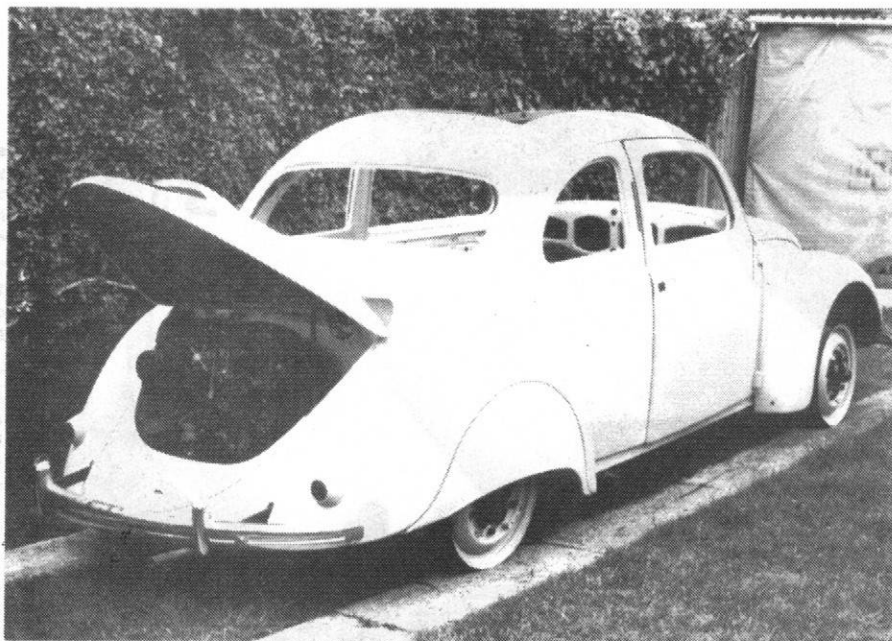
In 1976 I payed a visit to Tom's residence where he told me that he intends to sell the car, but he would only sell it to an enthusiast who would restore it correctly and would find out it's history.



At that time Tom thought the car was a Hebmuller prototype.

That is where I came in.

However, in my research there was a mystery attached to the car and the coachbuilders. When I began, I wrote to the lawyer and he replied in his letter that he was surprised to hear the car was in England. As a friend of his whilst on holiday in California saw the car being used on the road in Los Angeles two years earlier. That he was certain of. Maybe two cars where built. I thought ?



A Volkswagen enthusiast from Orange County in L.A. named Dale Lampson knew of the car and had seen a photo of the Beetle Coupe in some photograph archive. I telephoned Dale and he said he would try and find it again. But unfortunately nothing was found. I then wrote to Chris Barber an English VW journalist. Chris decided to visit the STOLL coachbuilders himself. They remembered the car well and where aware that the car still exists. At the sametime they confirmed that only one Beetle Coupe was built by them.

THE CAR.

Details of the car :-

Chassis number 10 391 065

Engine number 10 473 168

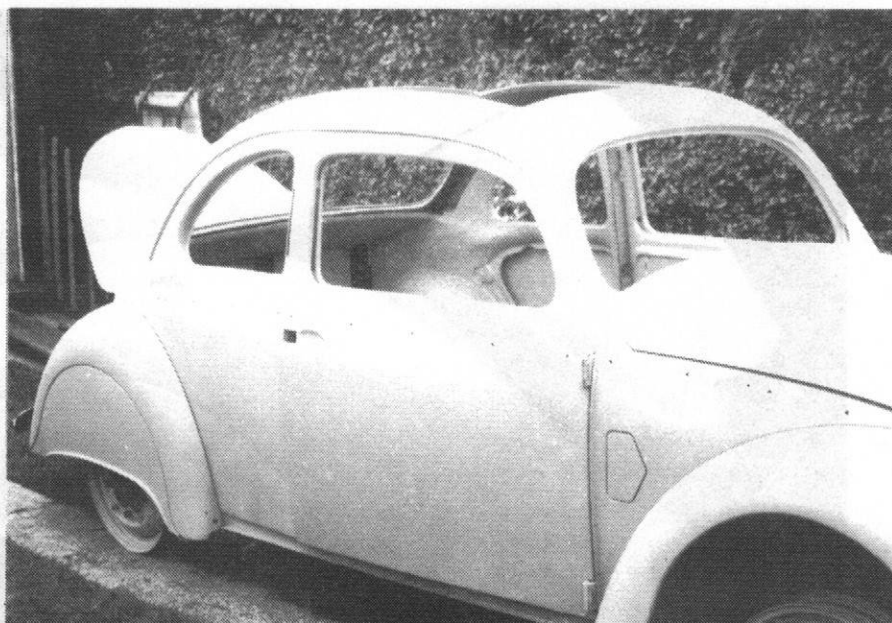
Body number 330 930

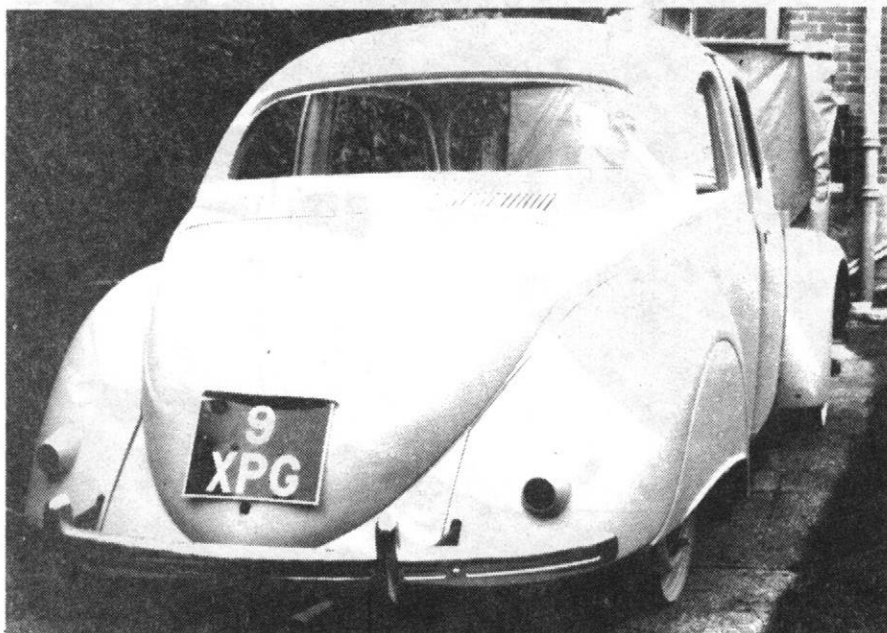
Today the car stands in a primed paint job. I have shelved work on the car, as work is under way on my 1949 Hebmuller Cabriolet.

The Coupe is under wraps for the next year or so, but I hope to have it completed in time for Lotterman's Vintage VW meeting in 1991.

The car only needs a new paint work, all new interior and a set of new tyres to be completed.

cont over.....





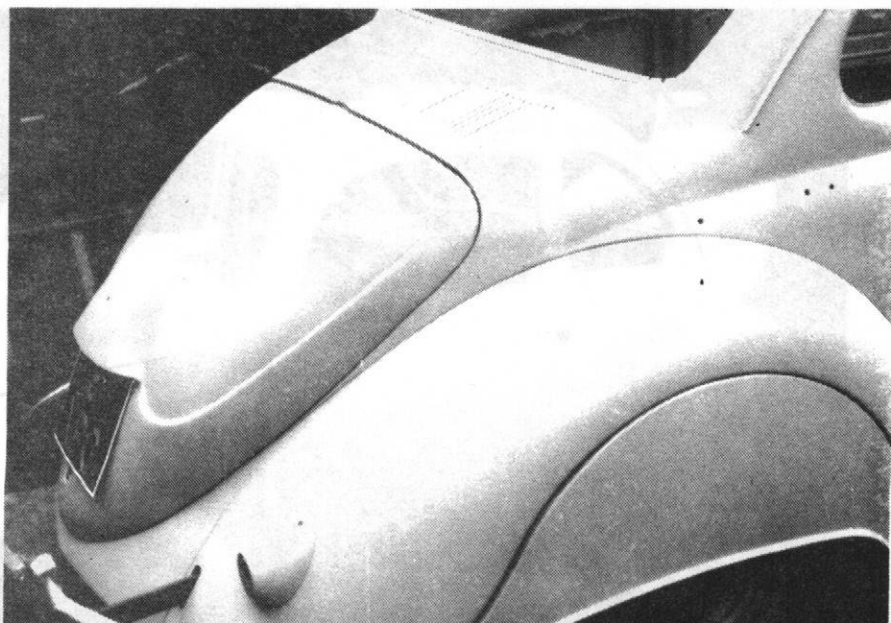
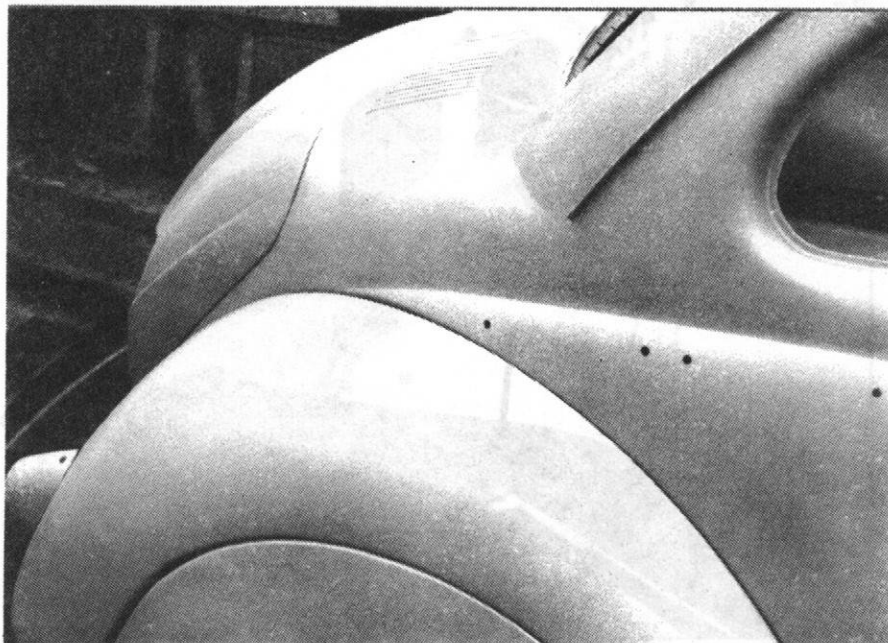
The front of the car is the same as any other Split of that year, but has many new old stock parts fitted, ie, wings, bonnet, head-lights, round horn grills etc, etc.

The doors like so many parts of this car inside and out are new old stock, collected over the past 12 years.

The Rear. The engine cover is ALL steel like the rest of the car. The number plate light can be found in the engine cover scoop at the bottom. This is a double bulb fitting. The brake light is incorporated in with the original style tail lights.

(The normal Pre October 1952 Beetle has it's brake light incorporated in with the number plate light in the so called Popes nose on the engine cover).

The air-intake grills are placed about two inches above the engine cover. Any rain falls into the grills would collect on a base tray (Just like all the Hebmullers cars.) then runs away down two half inch pipes either side of the interior of the car then onto the road. Any leaves or rubbish that falls into the grills are trapped by two louvres. This protects the engine. These louvres along with the rain pipes can be removed for cleaning purposes.



The Interior. The car remains a four seater, but the rear seat could be folded down flat just like the Hebmuller. This gives a very large area for luggage.

Most of the interior is very different from the normal Split. The roof lining again is different in style, and still incorporates the original round interior light above the rear window. The car is also fitted with a Webasto sunroof.

There are many more unusual features about my car, which I will publish in a later issue of the I.V.V.M.

BOB SHAILL
publisher

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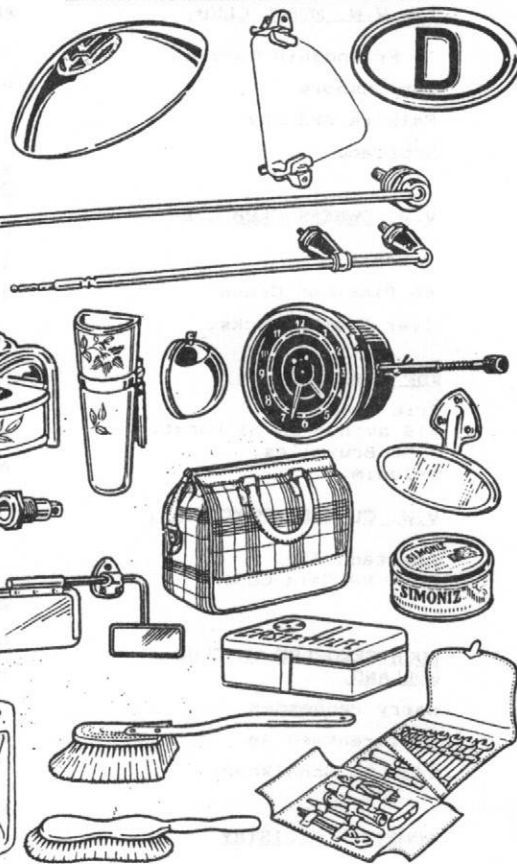
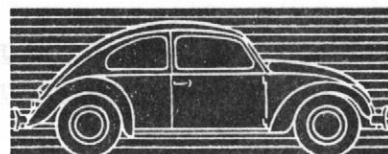
LEFT, A lorry with trailers



V.W. ACCESSORIES Part one.

Factory approved accessories that were available at most VW Dealers.

PART NUMBER	DESCRIPTION
7775	5 x 8 Hinge pin Chrome Mirror. Transporter.
111 017 411	Rear View Mirror w/Anyi-dazzle Visor.
111 017 422	Visor, right side to August 1957.
7763	Flip Visor, Anti-Glare to August 1957.
7764	Flip Visor, Anti-Glare from August 1957.
8889	Leatherette Visor, Grey, left side, to August 1957.
8891	Leatherette Visor, Grey, right side, to August 1957.
8893	Leatherette Visor, W/Mirror, Grey, right, to Aug 57.
6655	Italian Type Wire Discs (set of four)
6657	English Style Wire Discs (set of four)
111 018 101 A	Cut glass, Flower vase for 1958 on.
7731	Chrome door pulling handles.
7713	Chrome folding gearshift lever.
111 016 051	Gear lever lock.
211 016 051	Gear lever lock, Transporter.
7715	Hand brake grip.
7716	Hand brake grip.
8873	Seat adjuster, Left side from 1965.
8875	Seat adjuster, Right side from 1956.
111 016 105	Ashtray, Gear lever.
111 017 181	Chrome clothes hanger.
9903	Cigar lighter.
9905	Combination cigar lighter and map light.
111 017 231	Roof net, front, Beige.
111 017 233	Roof net, front, Grey blue.
8829	Roof net, chrome bar, front.
111 017 241	Roof net, Middle, Beige.
111 017 243	Roof net, Middle, Grey blue.
8831	Luggage compartment net, with chrome bar.
8895	Carry all shelf under dash.
8897	Front seats- Terry cloth seat covers. All colours.
8801	Cocoa Mat thru 1957. Floor mat, All colours.
8802	Cocoa Mat 1958 all colours.



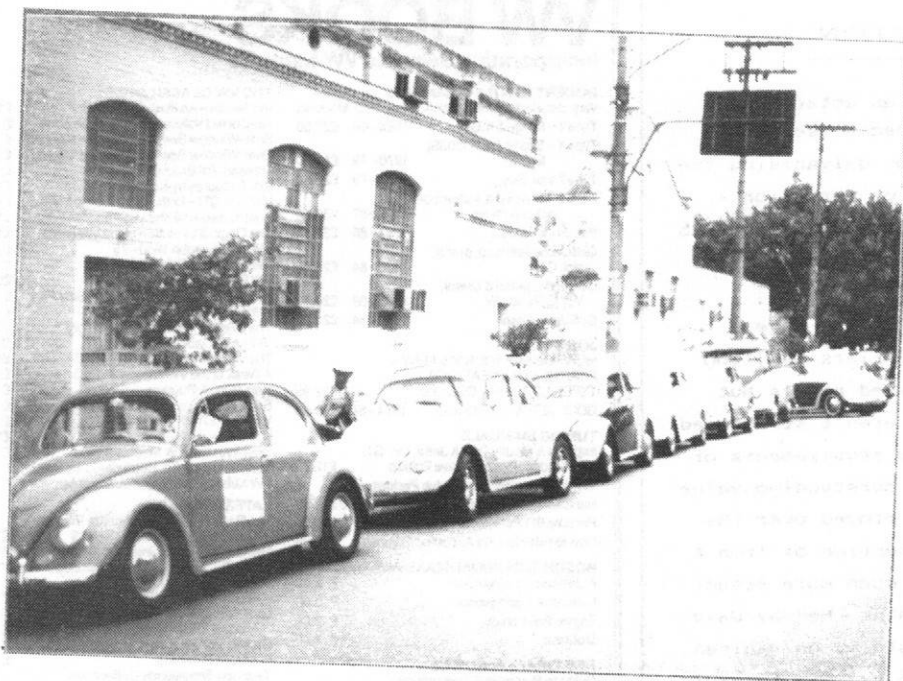
Many more accessories in the next issue



RETURN TO IPIRANDA



From 1950 to 1957 2268 Beetles were assembled in a warehouse located in a quarter called - "IPIRANDA", San Paulo city. (pictured left) Today this building belongs to a Toledo-Ohio performed U.S. - Balance manufacturers. In November 1988 the Sedan Clube of Brazil held one of there meetings at the old warehouse (pictured Middle).



In 1959 a new factory in Sao Bernardo Do - Campo an industrial city joined to Sao - Paulo city with 8445 Beetles in the first year.

In 1962 saw the launch of the Karmann Ghia, fitted with the same chassis and engine of the Beetle. "That was a great sensation of that year"

1965, Launching of the Standard model. This was a cheap model and nicknamed by the people as the " Bull's Foot ". Also this year was the launch of the sunroof model, but was not very popular.

1967, the engine was increased from 1200cc to 1300cc to have a better performance with the irregular soil of Brazil. The electric's also changed from six volts to twelve.

1970, The year of the 1500cc engine. This had a great success in sales.

1972, The launching of the Brazilian Sports car the SP-2, two-seater, fitted with a 1700cc VW engine. A total of 10205 SP-2 cars were built. S.P. -2 means Sao Paulo proto-type number 2.

1974 The popular Beetle increases it's power to 1600 cc.

1984 The launching the models with the very large rear lights.

1986 (October 31st) a melancholic date for the V.W. fans. The LAST Beetle is produced by the Brazilian V.W.

The total production from 3rd January 1959 to 31st October 1986 was 3.000.000 (millions) Beetles.

Dario Fernandes de Faria.
Brazilian correspondent.

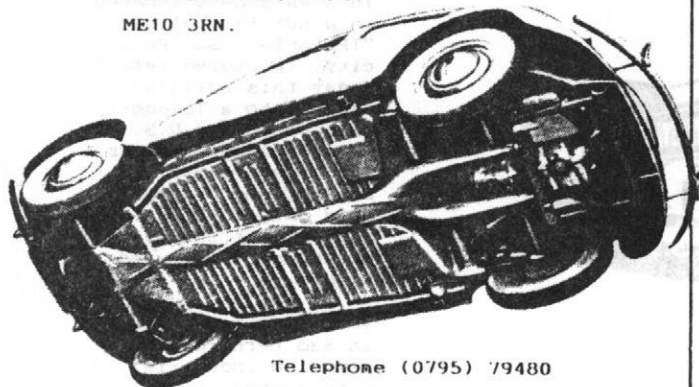
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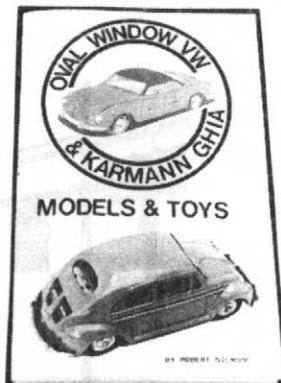


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RUST PREVENTION

Medway Galvanising Company are an established privately owned company which specialises in protecting car parts from rust by galvanising the them - applying a tough coating of corrosion - proof zinc which can keep rust at bay for over 25 years; an obvious advantage to owners of classic cars in rust prevention.

Recently some major car manufacturers have started to use galvanised steel; Fiat's new Tipo for example features 70% galvanised panels but most galvanising companies just aren't structured to meet the personal small scale requirements of the classic car enthusiast. The outstanding value of hot dip galvanising has been proved over the years through the long term protection of iron & steel against rust, providing a much more effective barrier than a coating of paint. Medway Galvanising Company Ltd have successfully galvanised many different car sections with excellent results, which have generated considerable interest from a variety of sources. To galvanise a car chassis for example the first step is to sandblast to remove any traces of rust or paint. The chassis is then hitched up onto a mobile gantry which traverses a line of three massive 10,000 gallon tank. The 1st tank contains hydrochloric acid in which the chassis rests for a couple of hours, to remove any impurities on the surface of the metal. After this it moves to a tank of hot flux (Zinc-Ammonium Chloride at 80°C). This preheats the chassis before it is lowered into the tank of molten zinc, simmering at a temperature of 450°C. The molten zinc forms a permanent bond when it meets the surface of the steel, laying down a thin coating which adds around just 8% to the weight of the treated item. Therefore hot dip galvanising car chassis does not affect performance through increased weight. It is very difficult to scratch through the protective zinc coating and even if this happens the zinc tends to close up on the exposed area.



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Mail Order Only.

In the case of body panels, a coating of paint on top of a galvanised metal ensures that the total life expectancy of the metal is much greater, and the company has recently developed a finishing process that will allow paint to be applied to the zinc coating to give excellent results.

Galvanising is more than proving its worth on modern production cars, and certainly supplies the means by which rare classic cars are preserved into the distant future. It is definitely a more valuable investment than the short-term conventional rust prevention techniques.

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FRONT ENGINE PICKUP

photos E. Butler.

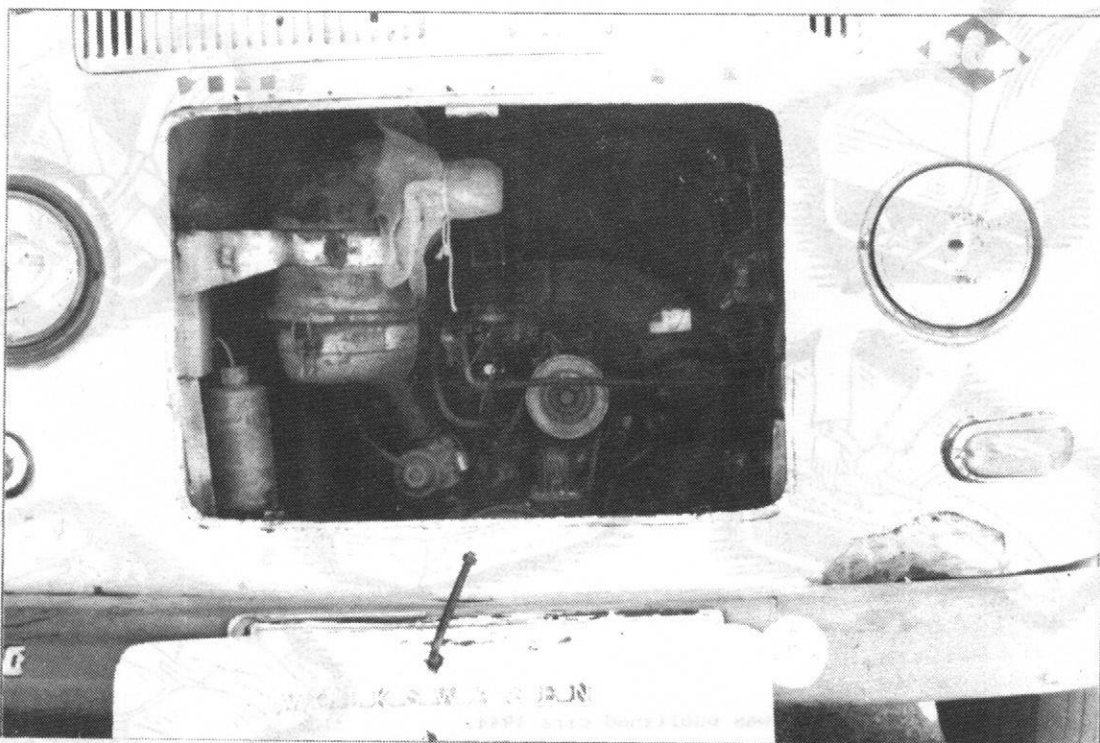


Seen in Turkey this 1969/70 Type two Pickup. The vehicle is used daily as a grocers truck.

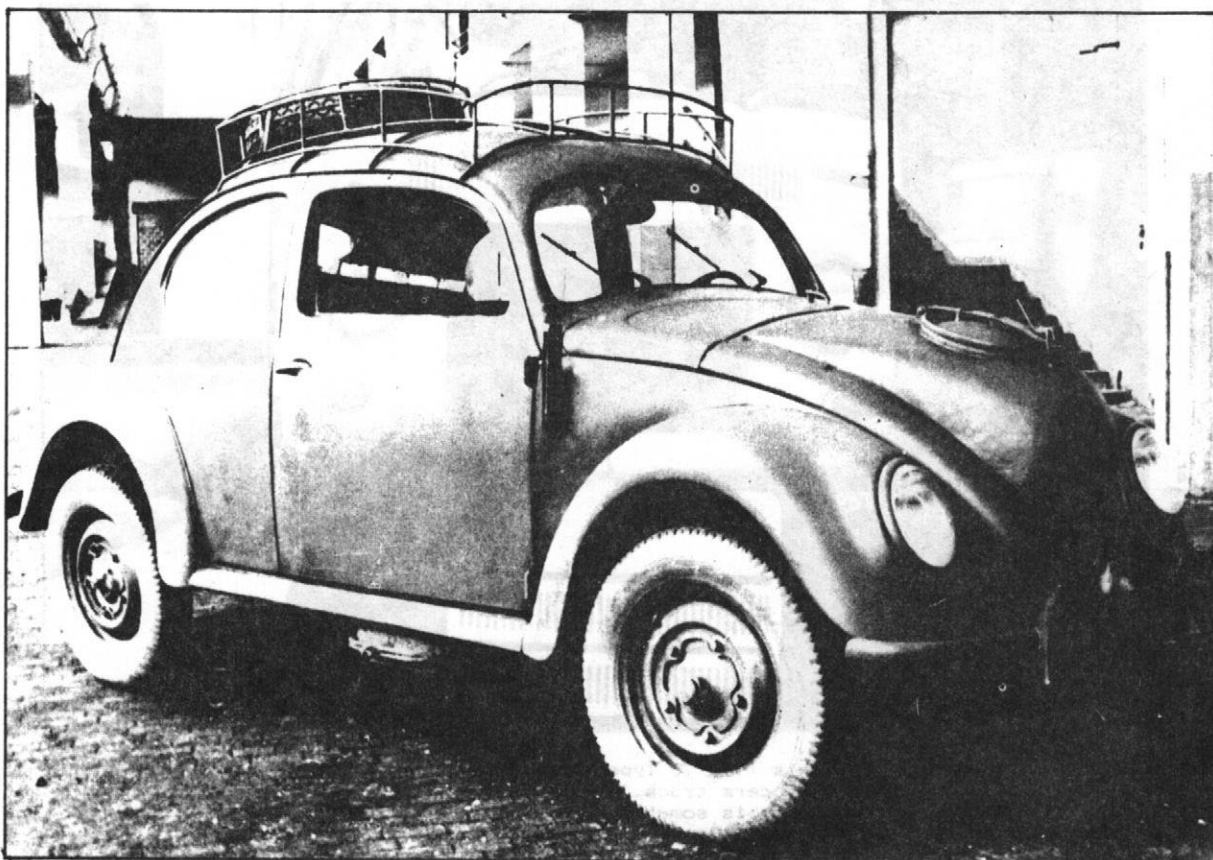
As you can see there is something very special about this particular specimen. It's single 1600cc engine is up front. To gain access to the engine, the front was cut and a trap-door with air intake grills were fitted.

I'm sure the mechanical minded VW fan will be wondering how did they do it bearing in mind the engine and gearbox are normally rear mounted, and what about the front torsion bar suspension and steering ? I will of-course leave you to work it out.

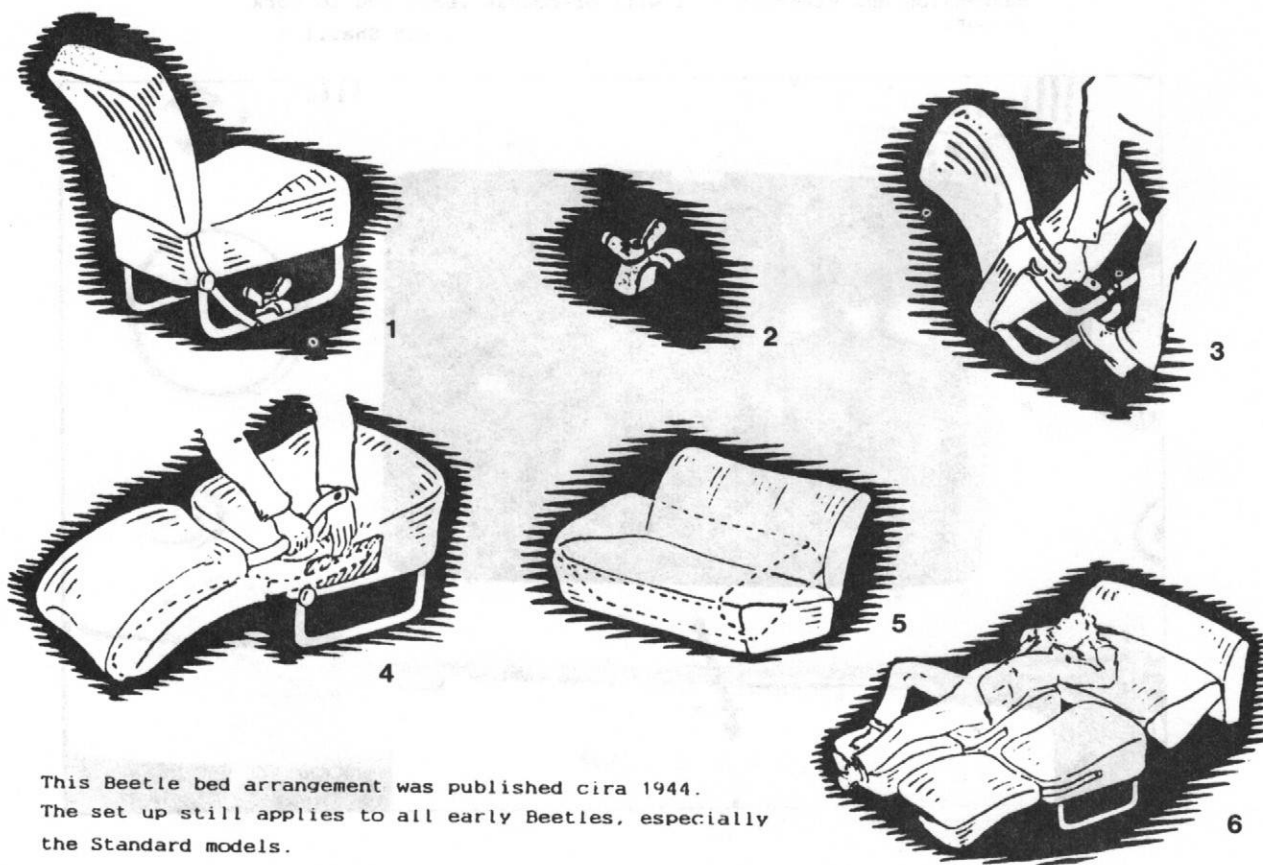
(Bob Shail)



BED IN A BEETLE

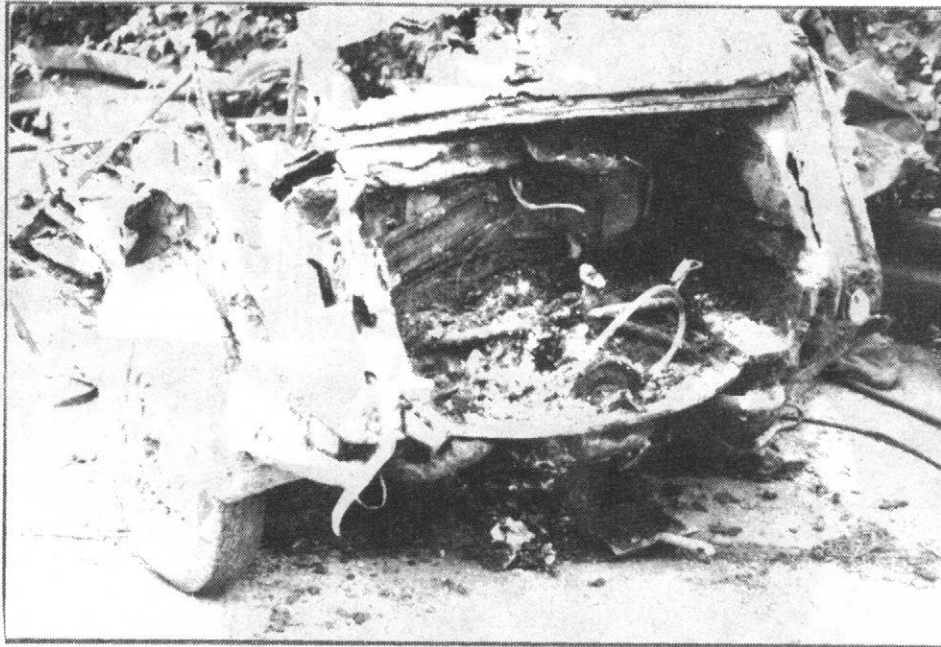


Above, A 1944 Holzbrenner or Wood Burner based on a Type 82E.



This Beetle bed arrangement was published circa 1944. The set up still applies to all early Beetles, especially the Standard models.

TYPE 82 KUBELWAGEN.



Found in a river in West Germany this 1943 Kubelwagen. Most of the body has disintergrated, along with it's 25 bhp engine. Parts of the exhaust are still visable along with the manifold, fan belt and crankshaft pulley. Dispite its condition some parts were re-usable ie, the gearbox, front axle and stub axles.

(Bob Shaill)

TYPE 166 SCHWIMMWAGEN.



Above, is a photograph of my Type 166 Schwimmwagen. This has been restored with some accuracy to it's original form. The specification plate, with year of manufacture and the chassis number is still to be seen, top centre in the engine compartment. The vehicle was built in 1944 with chassis No 7 - 012910.

1944 KUBELWAGEN TYPE 82.



Chassis Number 2-037 643
 Engine number 2-56551
 Body number 37788
 Crashbox number 2-43130
 Front axle number 2-32238
 Colour- Tan/Brick red &
 Forest Green.

Built= 2 May 1944
 Delivered = 4 May 1944 to=
 Heereszeugamt / Kassel.

Restored by D. Crompton. Mich.

Engine fitted number 2-41816
 (1943)

After almost 3 years of collecting original parts that I didn't have and selling Vintage VW parts that I did not need, my Kubel is finally finished.
 I heard about this Kubel at the 1985 Portland Bug-in on a Sunday. The next day I was on my way to Bellingham to check it out. When the owner pulled it out of a large building it was love at first sight. It was in a bit of a mess and the only good thing about it was it had it's original crashbox and a 1943 engine. I considered myself very lucky and was soon carefully towing my new Vintage V.W. home.

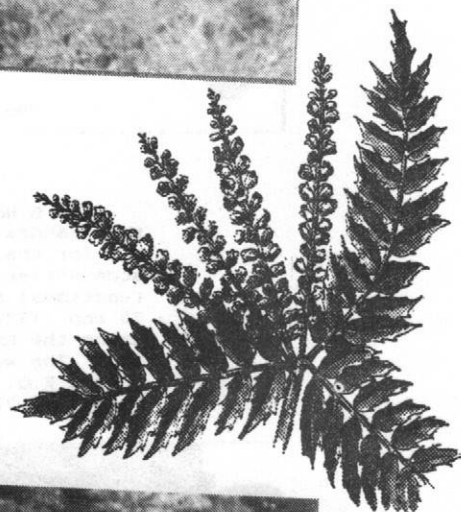




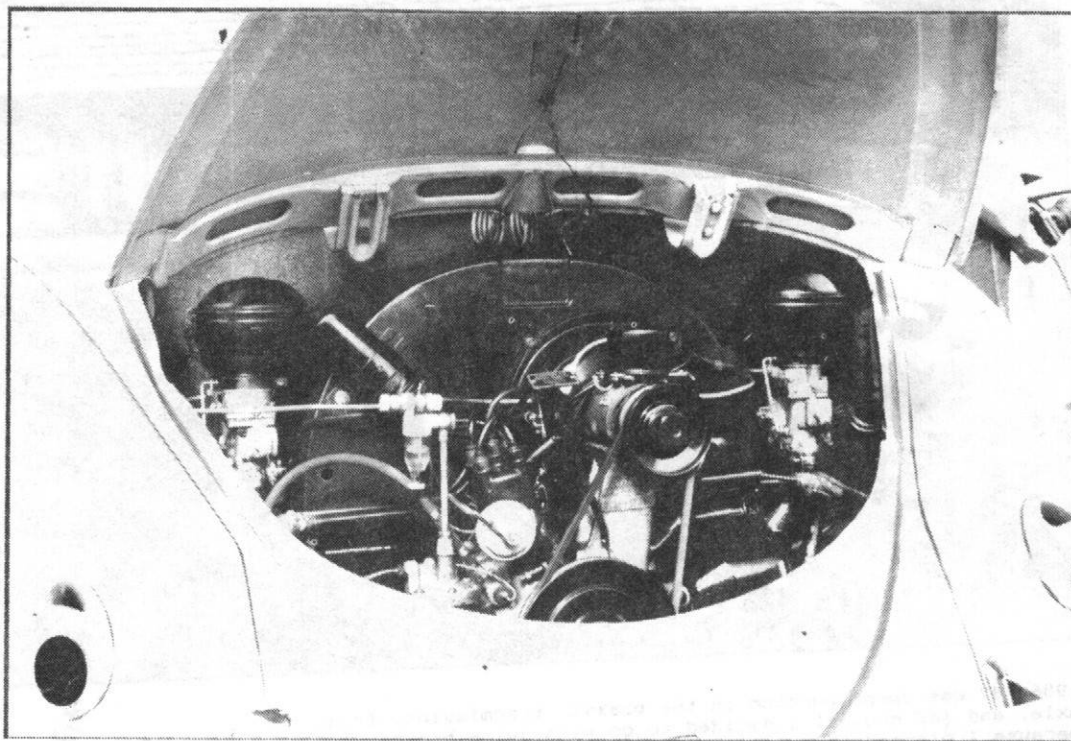
1986 /87 was spent working on the brakes, tranmission, front axle, and KdF engine. I decided to go with juice brakes because I planned on driving my Kubel on a regular basis. If I ever decided to retire my Kubel, I have all the parts to convert the car back to its original cable brakes. I was also lucky enough to locate five new 600x16 continental 6-ply M-tread tyres. With the mechanics now done time for the body work. I sent it to Dave Crompton for a top class restoration. As you can see a great job was done.

Today I am still looking for a real German 8mm Ammo for my M6-34 machine gun. I will also have a ammo trailer to tow be behind my Kubel. I intend showing the Kubel at shows in 1989.

(Steve H Wood)
US correspondent.



TWIN CARB EXPRESS ENGINE.



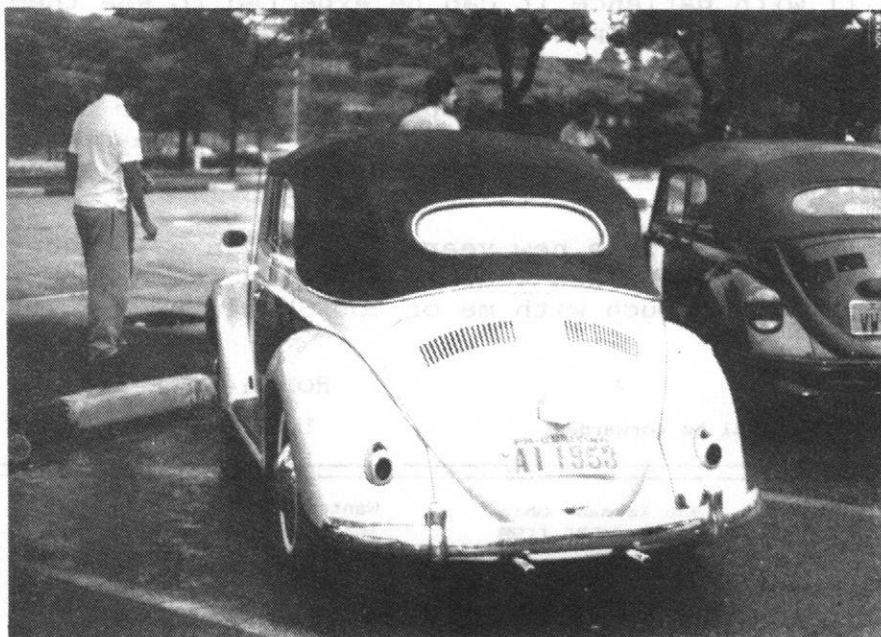
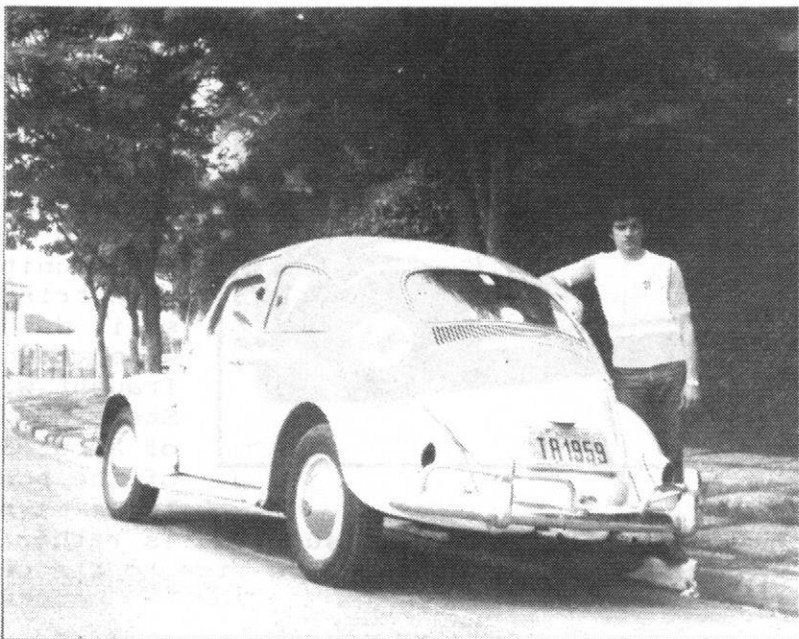
Mr B Hobson of Thorne in Leeds is the proud owner of this Sahara Beige 1954 Oval window Saloon. He has owned the car for the past six years. The car has quite a few early accessories fitted ie; Air intake chrome strips, a fully functional Motometer dash panel. The engine is it's original 30 bhp 1192cc number 10 875 391. It was rebuilt and modified using the Express conversion available in the late 50's early 60's. The work was carried out by "Herman Krust & Co of Auto-echnik K.G. in Hanover. The chassis number of this unusual car is 10 726 008.





Right. Me and my 1959 Beetle
The car is unrestored and is
90% original. As you can see
in Brazil we can have any
licence plate number we want.
In my case I picked a number
with the model year.
The colour of the car is its
original turquoise blue.

Dario Fernandes de Faria.



Pictured left, a fully
restored 1953 Cabrio.
This car is painted in
a two tone paint job.
The colours are Silver
and Black. This type of
combination we call :-
Skirt and Blouse !
This car resides in
Curitiba-Parana.

Below. Some of the many
early VW's that belongs
to the Sedan Club of
Brazil.

NOTES

The Brazilian people knows
the V.W. Beetle with the
following nicknames!

FUSCA = (Deformation of Volks
pronunciation) All models
with 1300 cc.

FUSQUINHA = (Diminutive of
Fusca.) all models with
1200cc.

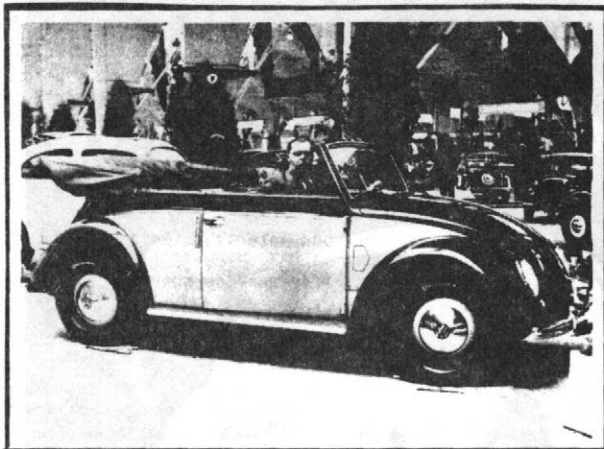
FUSCAO (alternative of Fusca)
all models with 1500 cc.

SUPER FUSCAO = all models
with 1600 cc.

FAFA' = All models with the
new great big rear lights.
Because in Brazil we have a
popular singer named "FAFA"
DE BELEM" with great big -
Breasts ?

Dario Fernandes de Faria
Brazilian Correspondent.





KARMANN REGISTER

I was delighted to see in the first issue of the I.V.V.M. a featured article on a Split-dash Cabrio! Indeed, I cannot help taking the opportunity to remind readers that I have tried to collate information on split-dash Karmann Cabrio's world wide. Needless to add, this has been fraught with difficulties.

Steve Wood informs me that he knows of about 30 such Cabrios on his side of the pond. While a Swedish friend tells me he is aware of about ten in

Scandinavia. The rate of survival is rather low since by August 16th, 1952 the 10.000th Cabrio gave rise to the celebration by Wilhem Karmann and his staff.

Most Cabrio's I know of are in a very poor state such as Steve - Wood's or mine own. Still with patience it can be expected to see them all regain their former glory unless petrol runs out first?

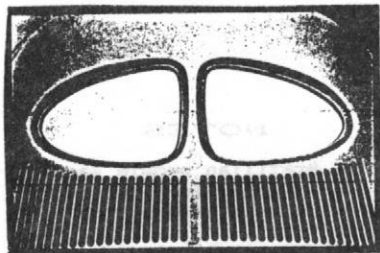
Recently I was informed of a 1952 Cabrio in Bradford here in the U.K. However as always being the case, the Cabrio was made later than indicated. In this instance a 1954 RHD model for £4000 and some restoration work! Still, it could be an interesting model to own and I hope it will find a good home.

Since we are at the beginning of a new year, may I wish all readers a happy new year and what about a New Years resolution for all those Cabrio owners; please get in touch with me or Bob Shaill.

Ronan Sill

U.K. Correspondent

Letters will be forwarded.



KdF MARKET

All adverts are free of charge to private readers. Send your advert to :- "Private Ads" at I.V.V.M. address.

For Sale. 1957 Oval Beetle. Black, in excellent condition inside & out. Original engine reconditioned with new heat exchangers. Nothing missing everything works. MOT till June. Taxed to Sept 89. Has toolkit and £200 worth of books and small spares.

Exchange for Porsche 356 in any condition or sell £3250.

P. Falla, 10 Lauradale, Wildidings, Bracknell, Berks. RG12 4DT. U.K. (0344) 51309.

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VW Beetle 1951 Sunroof black, restored like a pearl, basic no rust, perfect.

VW Puma GT 1600cc Cabriolet, 1979, unique, all extras you can think of. Ferrari look, 52.000km.

Write:- Reto Luzzi, APARTHOTEL LUMBREIDA No D 213, CH-6565, SAN BERNARDINO. Tele 0041 /92/94'16'43.

WANTED, VW HEBMULLER CABRIO for a unique VW Museum in Sydney, Australia.

Write:- Andy Luzzi, Rütliweg 7, CH-5000, AARAU, Switzerland. Tele 0041 /64/ 24'50'38.

Wanted Beetle Cabrio, US model, with fuel injection or European model. Condition does not matter. Write, S. Rudolf, Alte Gasse - 20/3/7. 5225 Hirtenberg. AUSTRIA.

Wanted any items of cloth interior, in Fawn/ Beige with Brown pinstripe to suit 1951/52 DeLuxe Split. Anything at all, bits of seat seat or trim panels etc. to repair worn and torn seats. Write, Dave Edwards, 2 Greave Rd, Bacup, Lancs OL13 9HQ U.K. Tele 0706 878147

Wanted Factory Parts Manuals. Write Bob Wilson, 2121 Douglas Rd, Indianapolis, Indiana 46220. USA

Restoring a Kubelwagen? I have a 1942 speedo for sale or swap for 1950's Beetle parts etc. Write:- J. Isaac, 1 Benenden Green, Bromley, Kent BR2 9DJ, England.

Wanted by Genuine Collector, Genuine, original VW accessories for 50's period. Items such as:- Horn rings, Dehne fuel gauge, Perohaus 8-day grill clock, gearshift ashtray, Horn buttons, Hella combination spotlight and mirror etc. Write:- R. Banzato, 47 Price St, Merrylands, N.S.W. 2160 Australia. Tele(02)682 3260.



I.V.V.M.

Vintage V.W. Picture Gallery



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